

NOV 19 2001

REPORT DOCUMENTATION PAGE

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AFRL-SR-BL-TR-01-

0598

1. REPORT DATE (DD-MM-YYYY)

11-01-01

2. REPORT TYPE

Final Technical Report

3. DATES COVERED (From - To)

1999-2001

4. TITLE AND SUBTITLE

Limit Cycle Oscillations (LCO) and Nonlinear Aeroelastic Response: Reduced Order Models

5a. CONTRACT NUMBER

F49620-97-1-0063

5b. GRANT NUMBER

313-6019

5c. PROGRAM ELEMENT NUMBER

NA

5d. PROJECT NUMBER

NA

5e. TASK NUMBER

2302 / DX

5f. WORK UNIT NUMBER

NA

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8. PERFORMING ORGANIZATION REPORT NUMBER

NA

9. SPONSORING / MONITORING AGENCY NAME(S) AND ADDRESS(ES)

Air Force Office of Scientific Research
801 N. Randolph Street
Arlington, VA 22203

10. SPONSOR/MONITOR'S ACRONYM(S)

AFOSR

11. SPONSOR/MONITOR'S REPORT NUMBER(S)

NA

12. DISTRIBUTION / AVAILABILITY STATEMENT

No Limitations

13. SUPPLEMENTARY NOTES

NA

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14. ABSTRACT

Unsteady aerodynamic computational models for aeroelastic phenomena such as flutter and limit cycle oscillations are complex and high dimensional. Under this grant, reduced order models are being developed that offer increased physical insight and greatly reduced computational cost. Transonic flows are emphasized because of their practical importance and significant technical challenge.

20011203 180

15. SUBJECT TERMS

Limit Cycle Oscillations, Nonlinear Aeroelasticity, Reduced Order Models, Transonic, Unsteady Aerodynamics

16. SECURITY CLASSIFICATION OF:

NA

17. LIMITATION OF ABSTRACT

SAR

18. NUMBER OF PAGES

12

19a. NAME OF RESPONSIBLE PERSON

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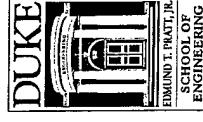
19b. TELEPHONE NUMBER (include area code)

919-660-5302

Final Technical Report
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Aeroelastic Response: Reduced Order Models

AFOSR Grant Number F49620-97-1-0063

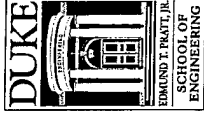
Earl H. Dowell
Duke University
September, 2001



Relevancy

- Objective: To construct reduced order models (ROM) of unsteady aerodynamic forces to achieve orders of magnitude reduction in computational cost and model degrees of freedom
- A key enabling methodology to analyze and design for transonic flutter and limit cycle oscillations (LCO)

Chart #1



Relevancy

- Five years ago, such work was pioneered at Duke.

Now several research groups are pursuing such work.

For example,

Dr. Philip Beran, AFRL

Dr. John Kim, Boeing

- A systematic approach has been taken, starting from two-dimensional models and adding the effects of compressibility, shock wave motion and now

- large shock motions
- viscosity



Relevancy

- Three dimensional flows have been modeled within the small shock motion approximation.
- Applications to aircraft systems (including UCAV), space launch vehicles (subsonic to hypersonic) and weapons such as aircraft stores.

Chart #1 (cont'd 2)



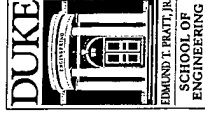
Background Information and Partnerships

- Traditional approaches are based upon classical theory that ignores shock waves and viscosity

or

More elaborate CFD models that are very expensive computationally and thus not suitable for engineering analysis and design.

Chart #2



Background Information and Partnerships

- We are collaborating with industry and government (AFRL and NASA) through reports to the Aerospace Flutter and Dynamics Council and as a partner with ZONA Technology (funded by a STTR grant).

Chart #2 (cont'd)



Innovation In Science

- First work to show how one can dramatically reduce the size, complexity and cost of physically sophisticated CFD models.
- Typical results for 2D and 3D flow

First Figure: Flutter boundary for an airfoil with control surface freeplay/reduced velocity (or dynamic pressure) vs Mach number.

Chart #3

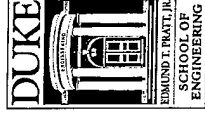


Innovation In Science

- Note rapid change in the most critical structural mode in the transonic range. Such behavior has been reported in experiments, but this is first systematic theoretical result. LCO results have also been obtained for this configuration.

Next Figure: Flutter boundary of a wing in three dimensional transonic flow.

Chart #3 (cont'd 1)



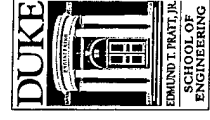
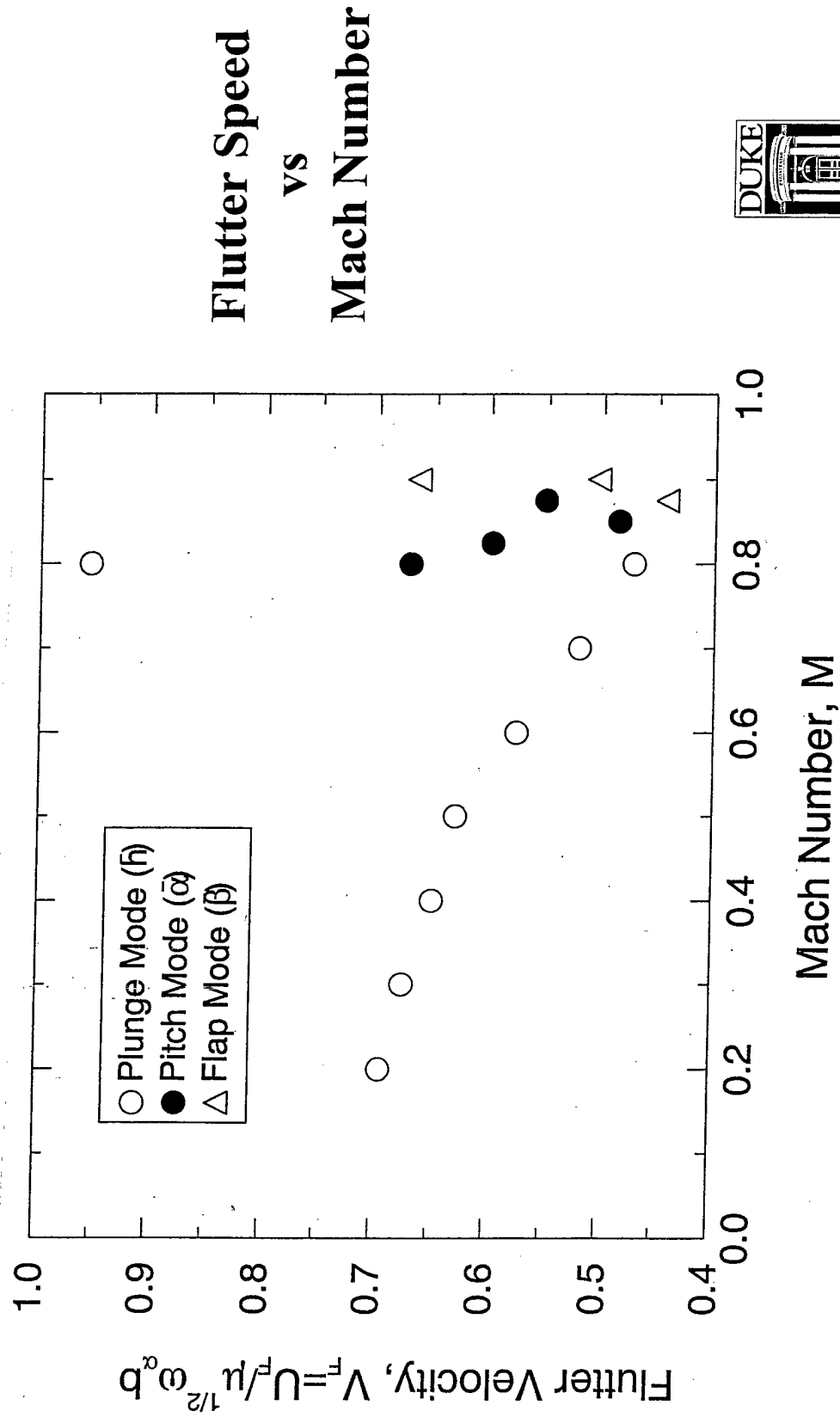
Innovation In Science

- Flutter calculations with a POD/ROM model are no more expensive and the model size is no larger for 3D flow than for 2D flow. Of course, constructing a 3D vs a 2D POD/ROM is conceptually more complex and somewhat (factor of 2 to 3) more computationally costly.

Chart #3 (cont'd 2)



Mach Number Flutter Trend



Mach Number Flutter Trend for AGARD 445.6 Wing ‘Weakened Configuration’

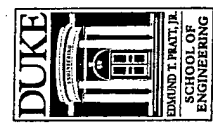
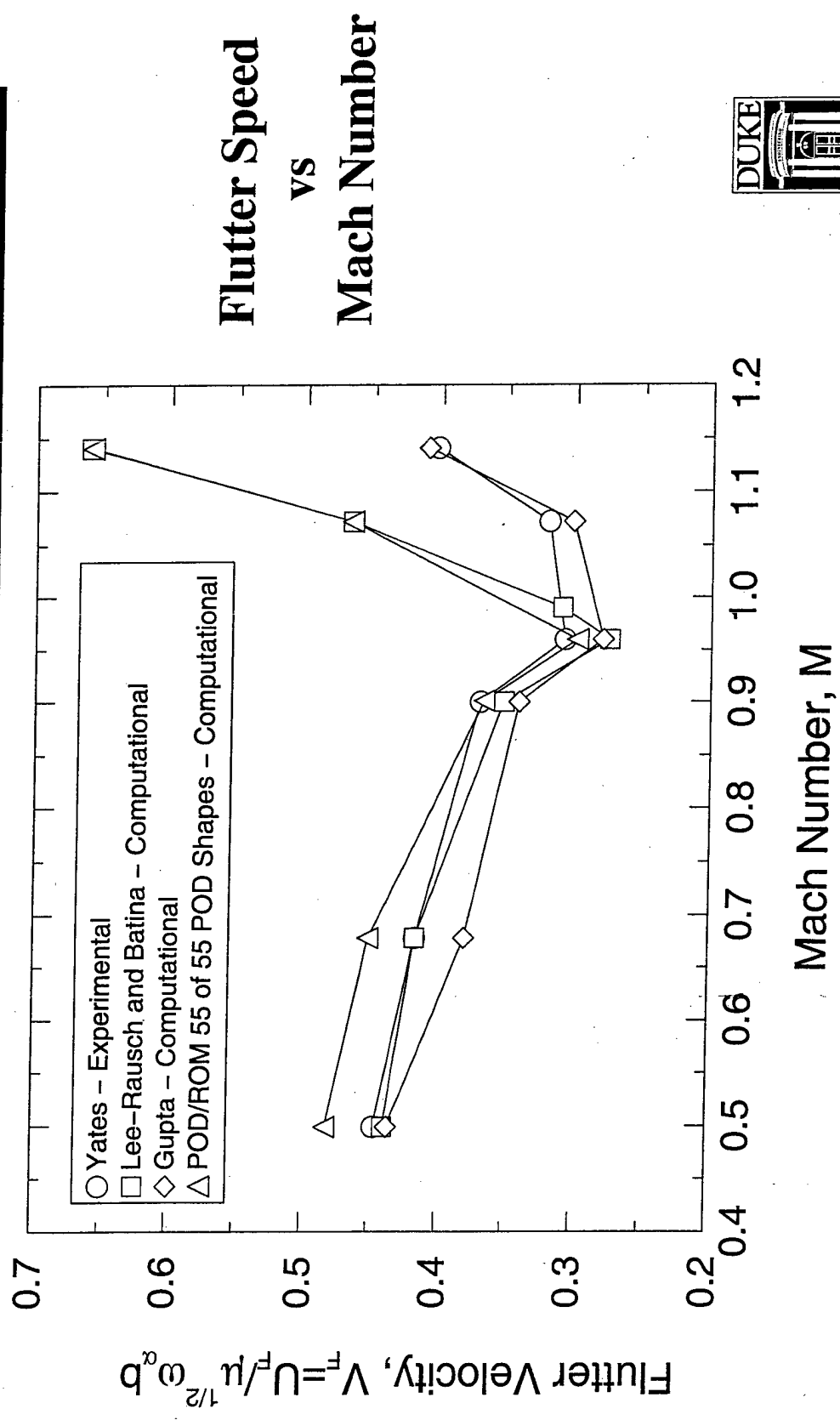


Chart #4 (cont'd)

Innovation In Design

- POD/ROM models make transonic flutter and LCO analysis feasible for engineering design.
- POD/ROM methods are expected to impact currently operational flight vehicles (F-16 and F-18) and also future aerospacecraft (JSF, UCAV, new launch vehicles).
- Flutter and LCO are important drivers to these developments, but gust response and design of smart structures will also substantially benefit.

Chart #5

